



City of Durham-Transportation Division

CITIZENS INFORMATIONAL WORKSHOP

June 11, 2002

4:00 pm to 7:00 pm

Riverside High School Cafeteria

Northern Durham Parkway and Durham Northwest and Northeast Loop Project Information Handout

INTRODUCTION

This City of Durham - Citizen's Informational Workshop is being held to provide citizens an opportunity to review the findings of the Northern Durham Parkway and the Durham Northwest and Northeast Loop comparison study prior to the joint Durham City and County Public Hearing scheduled for June 13, 2002. Representatives from the North Carolina Department of Transportation (NCDOT) are available at this workshop to answer questions regarding the Northern Durham Parkway and the Durham Northwest and Northeast Loop.



The NCDOT presented the findings of the Northern Durham Parkway Evaluation at a joint city and county meeting on April 29, 2002. Three key issues were evaluated for the Northern Durham Parkway: (1) Funding, (2) Environmental Impacts, and (3) Purpose and Need. The results of the evaluation are summarized on page 3 of this handout. Following the presentation, the Council and Board of Commissioners requested that NCDOT evaluate the Durham Northwest and Northeast Loop to the same level of detail in regards to Funding, Environmental Concerns, and Purpose and Need. The findings of the evaluation for the Northwest and Northeast Loop are also provided at this workshop.

PROJECT HISTORY

The need for a transportation facility in northern and eastern Durham was first identified in the 1967 **Durham Urban Area Long Range Thoroughfare Plan** and was known as Eno Drive - Gorman Road. The proposed location of the Eno Drive - Gorman Road corridor remained relatively unchanged throughout the 1970s and 1980s, and was incorporated into each of the Durham Area Thoroughfare Plans from 1967 through 1991. The project was never advanced beyond the thoroughfare planning stage because of a lack of available funds to construct the facility.

The **North Carolina Highway Trust Fund Act** was passed in 1989 by the General Assembly. The “Durham Northern Loop” was included and described in the Act as a “multilane facility on new location from I-85 west of Durham to US 70 east of Durham.” In 1990 the Durham City Council passed a resolution requesting that the North Carolina Department of Transportation (NCDOT) prepare an Environmental Impact Statement to determine the most feasible corridor location for the proposed urban loop.

In 1991, the NCDOT initiated a corridor planning study and the development of an Environmental Impact Statement for Eno Drive - Gorman Road in accordance with the North Carolina Environmental Policy Act. Eno Drive - Gorman Road was listed in the North Carolina Department of Transportation’s Transportation Improvement Program (TIP) as TIP project numbers R-2630 and R-2631 and labeled the **Durham Northwest Loop and the Durham Northeast Loop**, respectively.

The corridor planning study considered the beneficial and adverse impacts of the No-Build Alternative, the Mass Transit Alternative, the Transportation Systems Management Alternative, and multiple Build Alternatives. Preliminary Build Alternatives were developed from four major corridors and more than one dozen connecting corridors. Combining selected major corridors with various connecting corridors produced over 1900 preliminary Build Alternatives north and south of the Eno River. An environmental screening was conducted on the major and connecting corridors to identify which of the preliminary Build Alternatives would be studied in detail.

The **State Draft Environmental Impact Statement** (SDEIS) documenting the human and natural environmental impacts of the No-Build Alternative and 432 Build Alternatives was approved in October 1994. The Corridor Public Hearings were held in February 1995.

The NCDOT announced the selection of Alternate 3 from US 70 at the Wake County line to Guess Road as the **Preferred Alternative** in September 1997. Additional studies were proposed for the Durham Northwest Loop from Guess Road to I-85 west of Durham because each of the Build Alternatives evaluated in the SDEIS encroached into the expanded Eno River State Park near Sparger Road. The Northwest and Northeast Loop is approximately 19 miles in length from US 70 to I-85. **The location of the preferred alternative for the Durham Northwest and Northeast Loop east of Guess Road and the corridors considered from Guess Road to I-85 are shown in the center of this handout.**

NORTHERN DURHAM PARKWAY

The Northern Durham Parkway was developed in 1999 by the Durham Joint City-County Planning Committee in response to public concerns with the alternatives studied in the Draft Environmental Impact Statement for the Durham Northwest and Northeast Loop. The City and County each passed Resolutions in 1999 endorsing the Northern Durham Parkway. The location of the Northern Durham Parkway is also shown on the map in the center of this handout.

The Northern Durham Parkway begins at US 70 at the proposed extension to Aviation Parkway and follows the NCDOT’s Preferred Alternate for the Northwest and Northeast Loop to Hamlin Road. The Parkway follows Hamlin Road to Red Mill Road and Red Mill Road to Old Oxford Road. A new roadway links Red Mill Road with Roxboro Road, extending across the Little River and passing north of existing Snow Hill Road. The Parkway then follows existing Roxboro Road/Duke Street south to I-85. The Northern Durham Parkway is approximately 25.5 miles in length

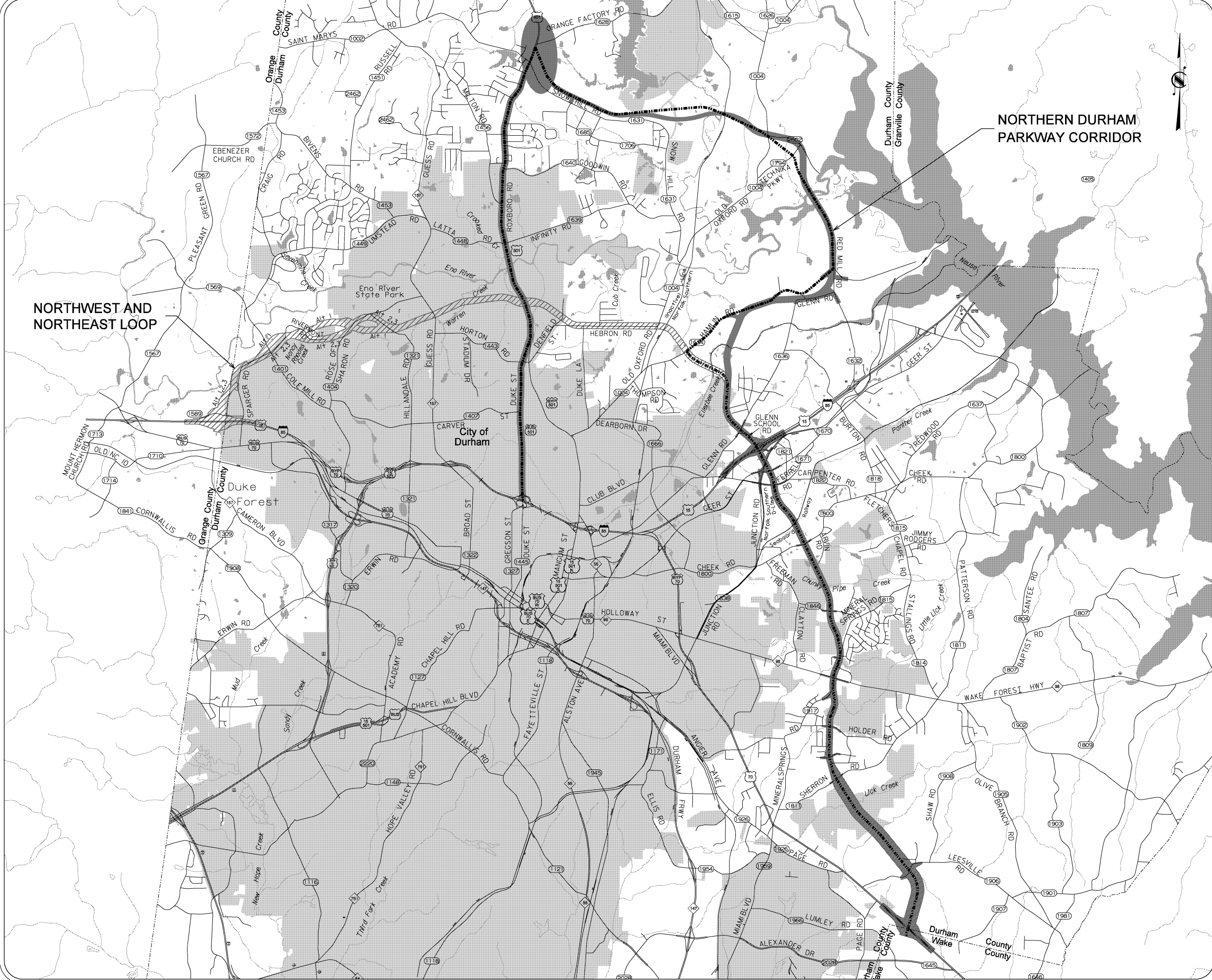
NORTHERN DURHAM PARKWAY EVALUATION

Transportation Secretary Norris Tolson committed to the Durham City Council and the Durham Board of County Commissioners that NCDOT would evaluate the Northern Durham Parkway to the same level of detail as the preliminary alternatives evaluated in the State Draft Environmental Impact Statement for the Durham Northwest and Northeast Loop.

Three key factors were evaluated to determine if the Northern Durham Parkway could potentially be substituted for the preferred alternate for the Northwest and Northeast Loop. Evaluation of these factors determined that:

1. The Northern Durham Parkway is not eligible for funding under the 1989 Highway Trust Fund Act as a Loop Project,
2. The Northern Durham Parkway in the area northeast of Hamlin Road could have significant impacts to the natural and human environment and is unlikely to be supported or permitted as the Least Environmentally Damaging Practicable Alternative (LEDPA) by the federal and state environmental regulatory and resource agencies, and
3. The Northern Durham Parkway north of Hamlin Road would not significantly reduce travel demand or relieve traffic congestion on existing and planned arterial routes. Therefore, the Northern Durham Parkway is inconsistent with the transportation purpose and need for a loop roadway in northern Durham.

In conclusion, the Northern Durham Parkway is not considered a feasible alternative for a loop project and does not warrant additional detail studies in a supplemental State Draft Environmental Impact Statement for the Northwest and Northeast Loop.



North Carolina
Department of
Transportation



Northern Durham Parkway and Northwest and Northeast Loop

- NORTHERN DURHAM PARKWAY CORRIDOR
- NORTHWEST AND NORTHEAST LOOP
- WATER BODIES
- MUNICIPAL BOUNDARIES

NOTE:
The JCCPC Northern Durham Parkway and the Northwest and Northeast Loop are in the same location from US 70 to Hamlin Road.

Location Map

NORTHERN DURHAM PARKWAY AND NORTHWEST/NORTHEAST LOOP COMPARISON

Project information for the Durham Northwest and Northeast Loop based on the same three criteria evaluated for the Northern Durham Parkway was prepared in response to the Durham City and County elected official’s request on April 29, 2002. These criteria including Funding, Environmental Impacts, and Transportation Purpose and Need are discussed in the following three sections.

FUNDING

The State Attorney General determined that the Northern Durham Parkway was not eligible for funding under the Highway Trust Fund Act since it did not provide a loop facility from west of Durham to east of Durham. The alternatives reviewed in the 1994 DEIS included alternatives that extended from US 70 east of Durham to I-85, west of Durham and were consistent with the definition of the loop in the Highway Trust Fund Act. The Preferred Alternative for the Northwest and Northeast Loop from US 70 to Guess Road with one of the corridors still under study from Guess Road to I-85 is consistent with the loop definition given in the Highway Trust Fund Act.

ENVIRONMENTAL IMPACTS

Exhibits are provided at this workshop to show the environmental constraints for the Northern Durham Parkway and the Northwest and Northeast Loop alternatives. The environmental impacts for the Northern Durham Parkway and the Northwest and Northeast Loop alternatives are summarized in the table below.

| ENVIRONMENTAL RESOURCES IMPACTED | NORTHERN DURHAM PARKWAY ⁽¹⁾ | DURHAM NORTHWEST AND NORTHEAST LOOP ⁽²⁾ |
|---|--|--|
| Parcels (number) | 207 | 263 – 322 |
| Buildings (number) | 80 | 126 – 144 |
| Stream Crossings ⁽⁴⁾ (number) | 15 | 16 |
| Wetlands ⁽⁴⁾ (acres) | 28 | 6 |
| Eligible National Register Historic Properties ⁽⁴⁾ (acres) | 45 | 0 |
| Corps of Engineers Property ⁽⁴⁾ (acres) | 3 | 0 |
| State Parks ⁽⁴⁾ (acres) | 0 | 6 ⁽³⁾ |

- Notes:**
- 1 The impacts listed are for the Parkway from US 70 to US 501 and do not include impacts associated with improvements to US 501/Roxboro Road or Duke Street.
 - 2 The impacts shown above for the Durham Northwest and Northeast Loop were determined using the same preliminary GIS based information used for the Northern Durham Parkway Evaluation. These quantities were calculated for comparison purposes only. The impact quantities shown in this table do not match the impacts for the Northwest and Northeast Loop Alternatives published in the 1994 DEIS because the impacts in the DEIS were based on actual field data and detailed studies.
 - 3 The impact to the state park is not reflected in the 1994 DEIS. This impact is the result of the expansion of the park boundaries in 1995. A preliminary review has determined that there is a feasible alternative that would avoid the 6 acre impacts to the Eno River State Park.
 - 4 Impacts to these environmental resources involve permit and agency concurrence issues.

ENVIRONMENTAL IMPACTS (continued from page 6)

The impacts for the Northwest and Northeast Loop shown in the table on page 6 of this handout are based on the Preferred Alternative from US 70 to Guess Road and the three corridors still under consideration from Guess Road to I-85. Additional studies for the section of the project from Guess Road to I-85 would need to be prepared to review options to avoid the Eno River State Park. However, based on the environmental impacts and previous coordination with the federal and state review agencies, the Northwest and Northeast Loop could be permitted by the review agencies.

TRANSPORTATION PURPOSE AND NEED

NCDOT, in coordination with the City of Durham, used the approved Triangle Regional Traffic Model to forecast the design year 2025 traffic volumes for the No-Build Alternative, the Northern Durham Parkway Alternative, and the Northwest and Northeast Loop Alternative. These traffic volumes were used to evaluate how each of the alternatives would serve the traffic demands in the future. In the design year 2025, the Northern Durham Parkway would serve from 9,600 to 73,400 vehicles and the Northwest and Northeast Loop would serve 26,000 to 77,600 vehicles.

The 2025 traffic volumes for the network for each of the alternatives are displayed in three different formats. These displays illustrate the range of traffic volumes on each roadway in the network, the traffic volumes versus the roadway capacity (v/c), and the 10%, 20%, and 30% decrease in traffic volumes on the major arterials within the network with each alternative.

In order to evaluate the transportation benefits provided with each alternative, the Northern Durham Parkway Alternative and the Northwest and Northeast Loop Alternative were compared to the No-Build Alternative. As shown on the displays at this workshop, the traffic data demonstrates that the Northern Durham Parkway will reduce traffic primarily on roadways in the southeastern area around US 70. Whereas, the Northwest and Northeast Loop would significantly reduce traffic in the same southeastern area and also on several primary radial routes northwest of Durham. Therefore, the Northwest and Northeast Loop is consistent with the transportation purpose and need for a loop roadway in northern Durham.

ADDITIONAL PROJECT INFORMATION

NCDOT Web Site

Located at:

www.ncdot.org/projects/ndp/



Or Write to:

North Carolina Department of Transportation
Durham Northwest and Northeast Loop
P.O. Box 30923
Raleigh, NC 27622

NCDOT Toll Free Hotline



Call: 1-(800)-554-7849



NOTES



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